कार्य कब तक पूरा हो जायेगा और इस संबंध में विलम्ब के क्या कारण हैं ;

(ख) इसके निर्माण के लिए पहले क्या समय सीमा निर्धारित थी, और

(ग) इस कार्य पर पूर्व में कितनी धनराशि व्यय किए जाने का प्रावधान था और इस पर अब तक कितनी धनराशि व्यय हो चुकी है तथा इसके निर्माण कार्य पर अभी कितनी और धनराशि व्यय किए जाने की संभावना है।

जल-भूतल परिवहन मंत्रालय में राज्य मंत्री (स्वतंत्र प्रभार) (श्री जगदीश टाइटलर) :(क) सम्भवत: माननीय सदस्य सवाई माधोपुर शिवपुर रोड़ पर पालीघाट (राजस्थान और मध्य प्रदेश सीमा पर) के समीप चम्बल नदी पर पुल का उल्लेख कर रहे हैं । अन्तर्राज्यीय या आर्थिक महत्व की राज्य सड़कों संबंधी केन्द्रीय ऋण सहायता कार्यक्रम के अंतर्गत पहुंचमार्गों सहित इस पुल के जून, 1993 के अंत तक पूरा हो जाने की आशा है। कार्य में विलम्ब मुख्यत: बुनियादों में कुछ जटिलताएं आने के कारण हुआ ।

(ख) कार्य पूरा होने की मूल समय सीमा 1985 तक थी।

(ग) कार्य की प्रारंभिक संस्वीकृत लागत (पहुंच मार्गों सहित) 365.00 लाख रु० थी। अब तक 523.67 लाख रू० की राशि खर्च की जा चुकी है। राजस्थान सरकार द्वारा दी गई सूचना के अनुसार काम पूरा होने की संभावित लागत 750.00 लाख रु० है ।

Proposals for development of Paradip Port

1504. SHRI PRAVAT KUMAR SAMANTARAY:

SHRI SARADA MOHANTY:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) what are the project proposals for development of Paradip Port sent for the approval of Government during 1990-91 and how many of those proposals have been approved so far;

(b) if approvals are not accorded what are the reasons therefor; and

(c) whether Government have received proposal for moratorium on interest from Paradip Port; if so, what is the decision of Government on this proposal and if not what are the reasons therefor?

THE MINISTER OF STATE (INDEPENDENT CHARGE) OF THE MINISTRY OF SURFACE TRANSPORT (SHRI (JAGDISH TYTLER): (a) During 1990-91 the following two proposals of the Paradip Port were received for the development of Paradip Port;

(i) Construction of multi-purpose general cargo berth. Estimated cost Rs. 24.50 crores.

(ii) Construction of mechanised coal handling facilities at Paradip Port, Estimated cost Rs. 516.73 crores.

(b) Both the cases are being processed.

(c) Yes Sir. No decision has been taken so far. The case is being processed.

DTC bus stops without shelters

1505. MISS SAROJ KHAPARDE: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that a number of DTC bus stops in the Capital are without any permanent shelters;

(b) if so, the number of DTC stops which are without such shelters at present;

(c) the number of shelters at DTC Bus stops constructed during the last three years and till date; and

(d) whether Government propose to construct such shelters on a priority basis for the conveniance of the bus commuters

in the Capital; if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF STATE (INDEPENDENT CHARGE) OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) and (b) Yes, Sir. DTC has approximately 5500 bus stops in the city operational area out of which 3967 are not covered with Bus Queue Shelters.

(c) and (d) 66 Bus Queue Shelters have been constructed at DTC bus stops during the last three years.

The Delhi Transport Corporation has entrusted the work of construction of 320 bus queue shelters in Delhi to the CPWD in December, 1990. Besides, the NDMC propose to construct 10 bus queue shelters during the current financial year.

Construction and maintenance of roads and running of public transport system by private sector

1506. SHRI KRISHNA KUMAR BIRLA: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether there is urgent need to encourage the private sector to enter into construction and maintenance of roads and also to run public transport system;

(b) if so, whether the Federation of Indian Chambers of Commerce and Industry has also suggested similar views to the Government; and

(c) if so, the reaction of Government thereto in this regard?

THE MINISTER OF STATE (INDEPENDENT CHARGE) OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) and (c) Yes, Sir. The private sector is already participating in many areas of the public transportation system. About 2/3rd of the passenger buses in the country are owned and operated by private operators. The private construction companies are playing a dominant role in undertaking road and bridge construction projects, funded by Government. Further ways of associating private sector with the financing of road constructions are being examined by Government.

(b) Yes, Sir.

Fire in Jhuggis in the Capital

1507. SHRI S. S. AHLUWALIA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is a fact that a number of jhuggis clusters were raged by the fire in March and April this year in the Capital;

(b) if so, the number thereof;

(c) whether it is also a fact that many jhuggi dwellers were burnt alive in these fires;

(d) if so, what are the details thereof;

(e) whether any compensation was paid by Government to the victims;

(f) if so, what are the details thereof; and

(g) what were the causes of these fires?

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI M. M. JACOB): (a) and (b) During the month of March & April, 1991, 16 fires took place in jhuggi-jhopri clusters in the Capital.

(c) and (d) Sixteen persons were killed and 11 injured in these fires. Of these killed 9 were major and 7 minor.

(e) and (f) The next of the kin of the deceased, who were major and those who were minor, were given ex-gratia relief at the rate of Rs. 20,000/- and Rs. 10,000/- respectively. A sum of Rs. 1,10,000/- has been disbursed amongst those injured. Besides an amount of Rs. 16,53,000 has been paid to the affected jhuggi dwellers.

(g) The probable cause of fires in the cases where the cause was identified was dropped light and electric short circuit.